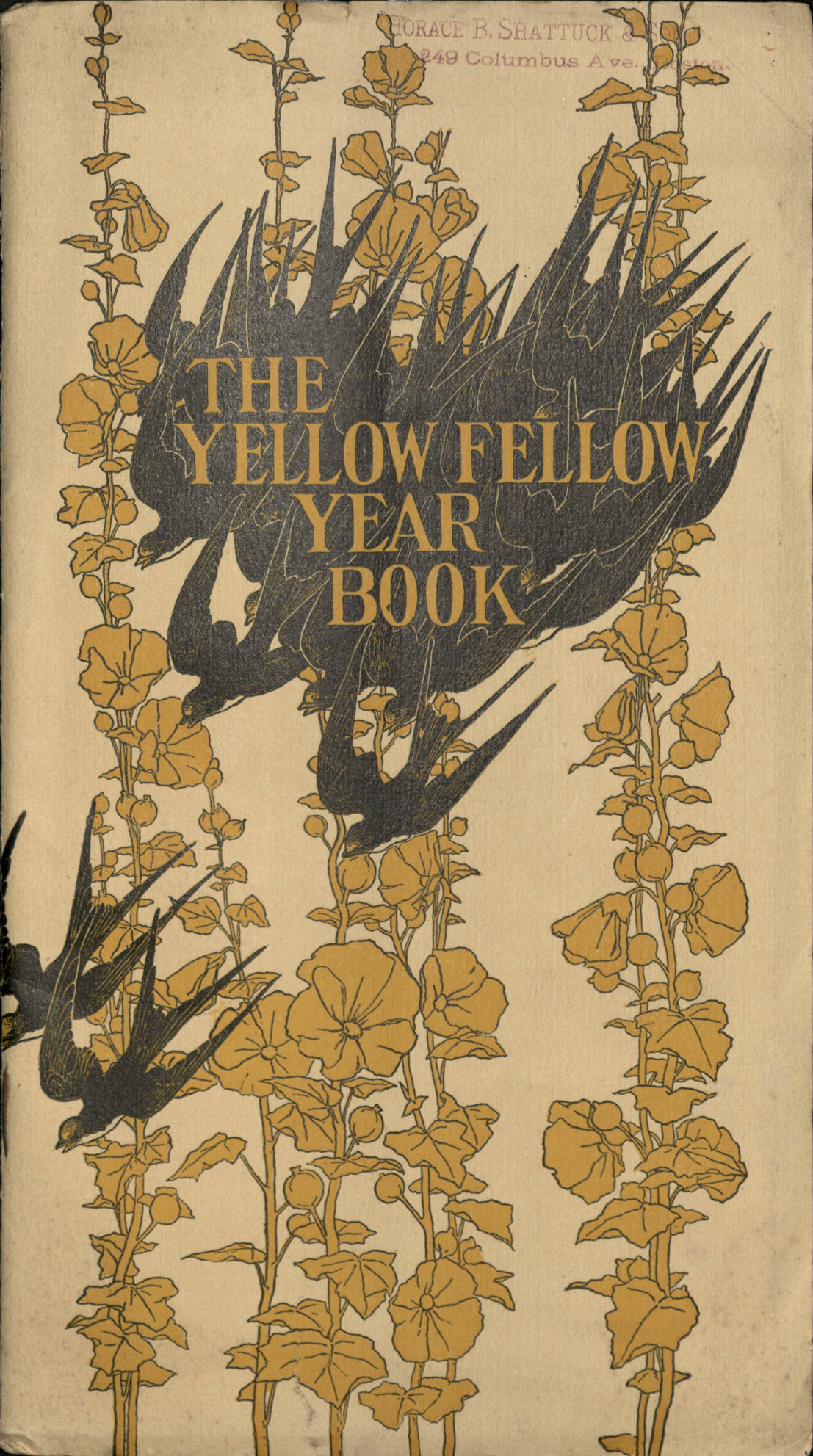
HORACE B. SHATTUCK & CO.
249 Columbus Ave. Boston.



THE YELLOW FELLOW YEAR BOOK

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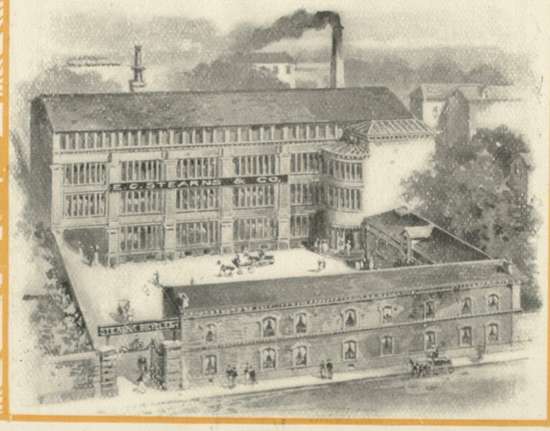

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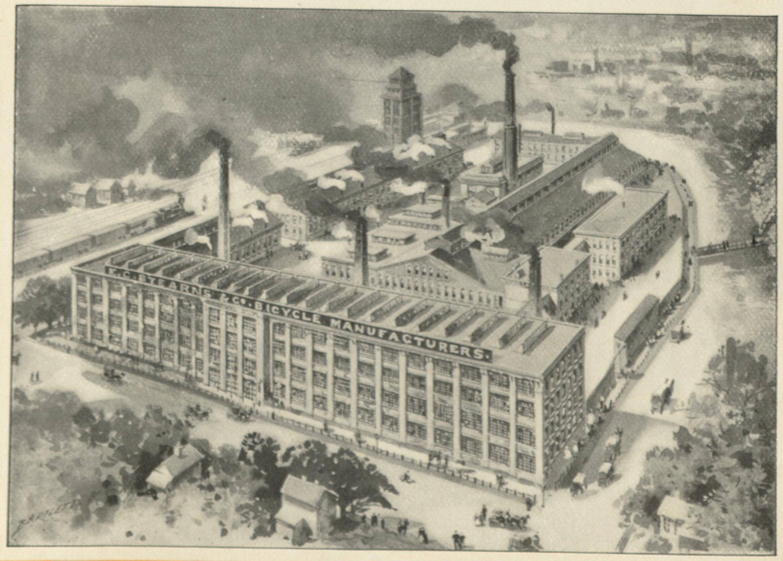


MAIN FACTORY AT SYRACUSE, N. Y., U. S. A.

THE YELLOW FELLOW YEAR BOOK

A TREATISE UPON STEARNS BICYCLES

MADE BY E. C. STEARNS & CO.
SYRACUSE, NEW YORK

1897
ILLUSTRATED

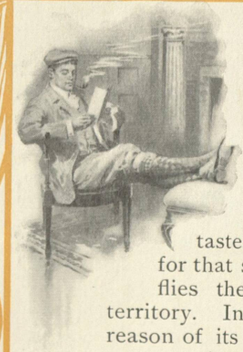
FACTORIES AT
SYRACUSE, N.Y., U. S. A.
67 ADELAIDE ST. W., TORONTO, ONT., CAN.
33 RUE VOLTAIRE, PUTEAUX, PARIS, FRANCE

BRANCHES
SAN FRANCISCO, CAL., 304-306 POST ST.
BUFFALO, N.Y., 552 MAIN ST.

"That exquisite something called style, which, like the grace of perfect breeding, everywhere pervasive and nowhere emphatic, makes itself felt by the skill with which it effaces itself, and masters us at last with a sense of indefinable completeness."—*James Russell Lowell.*

BARTLETT & COMPANY
THE ORR PRESS
NEW YORK

10.11 1897



STEARNS IS THE VOGUE.

The position of the Stearns Bicycle in the favor of fastidious and discriminating riders is secure. The field which it occupies so exclusively is within the boundaries which define good taste, and is even more limited; for that section of cycleland over which flies the orange flag is undisputed territory. In other words: the Stearns, by reason of its strength, its graceful lines, its easy-running qualities and its distinctive color, occupies a place in the world of cycling which is all its own.

The Stearns Bicycle is popularly known as "The Yellow Fellow," because of the color which was adopted first for the rims and shortly after for the entire enameled body of the wheel. Yellow has steadily grown in favor. The percentage of wheels so enameled has increased each year, and it is in deference to the expressed desire of the riders that a greater proportion than ever before will, in 1897, be enameled in that color. Black, however, is offered as an option.

It is generally conceded that a distinct color character endows a bicycle with much more individuality than is secured in any other way. "The Yellow Fellow" is known everywhere and is recognized instantly by its color. To this fact may be traced in a large measure the intense partisanship which is characteristic of riders of the Stearns Bicycle. To its color, as well as to its perfect mechanism and ease of running, may be attributed the unmistakable charm and magnetism "The Yellow Fellow" unquestionably possesses.

The Stearns Bicycle is the product of years of successful manufacturing. The facilities possessed by E. C. Stearns & Co. in the central plant at Syracuse, N. Y., and at the branch factories at Toronto, Canada, and Paris, France, are unsurpassed.

Extensive experimental departments in charge of competent mechanical experts have within their jurisdiction not only a large number of special testing machines, but a corps of riders whose duty it is to give the wheel the most practical test possible—rough usage upon country roads. By these methods E. C. Stearns & Co. are enabled to say with confidence that the improvements which they have embodied in the Stearns Bicycle are correct and reliable. This position they have maintained so effectively in years past that many of the features which now distinguish the high-class bicycle were originated in the Stearns. Among these may be mentioned the narrow tread, flat cranks, the adjustable handle-bar, wood rims, distinctive color, the horizontal upper tube and the minimum of weight.

It is the purpose of E. C. Stearns & Co. to produce mechanically correct wheels. That they have succeeded has been proved in many ways. The greatest demonstration of the strength of a bicycle—probably the greatest achievement in the history of bicycling—was the transcontinental relay race run from San Francisco to New York in the month of September, 1896. This race was originated and run by E. C. Stearns & Co., with the co-operation of the *New York Journal* and the *San Francisco Examiner*. The United States War Department and the United States Postal Service gave the race their official assistance, and the test was universally regarded as complete and searching. Stearns Bicycles—about four hundred in number—were used exclusively. The distance was covered in thirteen days of riding over mountains and plains, in both fair weather and stormy, and not one wheel out of the four hundred failed to meet the requirements. The mile ride behind a pacing locomotive in within three seconds of a minute, the Stearns sextuplet race with the

THE YELLOW FELLOW YEAR BOOK

Empire State Express, and many other similar instances might be cited in point.

In fact, the achievements of the Stearns during the past season have been the most remarkable ever credited to any bicycle.

The demonstrations of the speed qualities of the wheel have been no less forcible. Year after year world's records have been made and broken by the Stearns, and at every race meet at which it is entered the winnings recorded are most creditable. It holds as high a position on the track as on the road.

In the new models a number of marked advances have been made. Flush joints, strongly reinforced, are used in the frame, contributing to a compact and graceful ensemble. The sizes of tubing adopted for 1897 are as follows: Upper diamond, 1⅛-inch; lower diamond, 1⅛-inch; rear diamond, 1⅛-inch; head, 1¼-inch; rear stays, ¾-inch; rear forks, ¾-inch. The upper ends of the rear stays are fitted with nickeled caps that the enamel may not be marred in adjusting the seat-post. Decided and radical advances have been made in the construction and form of the cones and cups, the details in this particular being given in the mechanical specifications which follow. Both front and rear sprockets and the cranks are detachable. All models are artistically striped.

The makers of "The Yellow Fellow," in placing their models for 1897 in the hands of their agents, for the inspection of discriminating riders, would be ungrateful did they not acknowledge the cordial co-operation to which may be attributed in so large a measure the popularity which their wheel now enjoys. It is the aim of E. C. Stearns & Co. to establish a fraternity with the riders of the Stearns Bicycle, and to link in closer union the chain of "yellow fellows" which now girdles the globe.

GUARANTEE.

The guarantee which the makers of the Stearns Bicycle offer to riders is broad and comprehensive, as in former years. E. C. Stearns & Co. have the reputation of giving their guarantee the most liberal interpretation possible in justice to themselves and to the owner of the bicycle. To this end their guarantee has always been expressed simply and explicitly.

BICYCLE.—We agree with the purchaser of each Stearns Bicycle to make good, by repair or replacement, when delivered at our factories at Syracuse, N. Y., Toronto, Canada, Paris, France, or at our branch house at San Francisco, Cal., transportation prepaid, any imperfection or defect in the material or manufacture of such bicycle not caused by misuse or neglect; provided that the factory serial number shall be on each bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before claim for repair or replacement shall be allowed. This guarantee continues for *six months* from the date of sale by the agent.

TIRES.—The tires furnished with the Stearns wheels, with the exception of the Palmer tire and the Stearns single-tube tire, are guaranteed by their respective makers, as follows:

"We agree with the purchaser of each tire to make good by repair or replacement, when delivered to us, transportation prepaid, any imperfection or defect in material or manufacture of such tire not caused by misuse or neglect, provided such tire is accompanied by a signed statement from the owner of the tire, giving the date on which the tire was purchased by him, together with the name and number of the wheel on which it was used; and that all defective or imperfect tires shall be referred to us before any claims for repairs or replacement shall be allowed.

"We agree to repair free of charge any tire that can be repaired, provided such tire is delivered to us transportation prepaid.

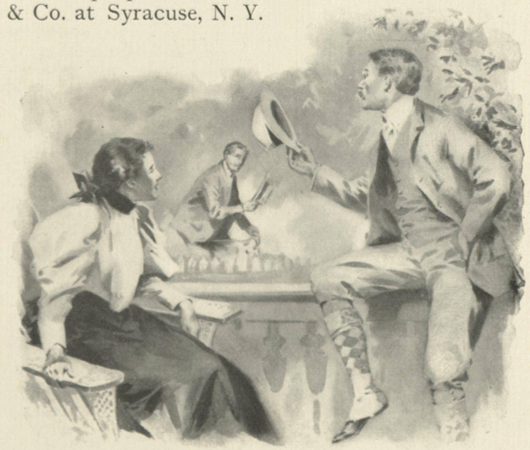
"This guarantee continues for six months from the date of the sale by the agent, but expires in any event on May 1, 1898.

"This agreement does not apply to tires into which any so-called anti-leak preparation has been introduced."

E. C. Stearns & Co. *particularly request that all tires for repair or replacement* (except the Palmer and Stearns single-tube tires), *be returned direct to the manufacturers*, thus avoiding expense and delay, for if sent to E. C. Stearns & Co. they will be re-forwarded to the makers and by them returned to those who sent them in.

Palmer tires, which are the regular equipment of Stearns Bicycles, are manufactured by E. C. Stearns & Co. under special license and warranted by them under the same guarantee as is set forth above for other tires. They should, however, be sent for repairs to E. C. Stearns & Co. at Syracuse, N. Y., where ample facilities are provided for that purpose.

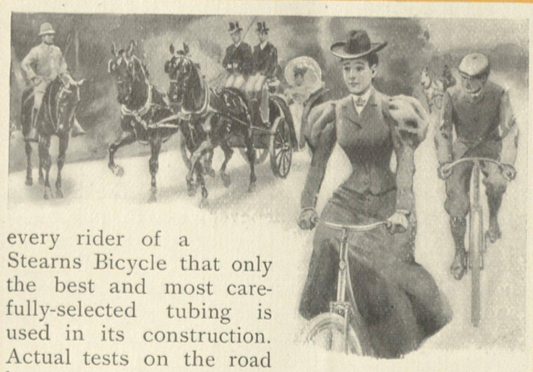
The Stearns single-tube tires, which are offered as an option, are also guaranteed under the same form, and when needing repair should be returned for that purpose to E. C. Stearns & Co. at Syracuse, N. Y.



It has been aptly said that the strength of a bicycle is in its weakest part. Recognizing to the fullest extent the force of this statement, E. C. Stearns & Co. are desirous that intending purchasers of bicycles shall make a close and critical inspection of the components of their 1897 models. In the handling of steel, E. C. Stearns & Co. have the knowledge gained during years of experimentation and experience, and the tests to which they put raw material and finished product are exhaustive and complete.

Only the finest grades of steel are used, and every piece before it enters the stock room is carefully inspected for accuracy of size and tested for strength and chemical properties. The best cold-drawn seamless tubing is used in the construction of the frame. This tubing is all drawn from the purest Swedish open-hearth steel and is of special high carbon, made according to carefully-prepared specifications.

The special process of manufacture and correct mechanical treatment in drawing and annealing results in the production of a tube of exceptionally great strength and uniformity, which is especially adapted to withstand the vibration and severe strains due to bicycle riding. Every case of tubing, immediately upon its arrival from the tube mill, is subjected to a careful inspection for diameter and gauge, and is tested for annealing and strength, according to established standards, and any piece which does not meet perfectly all requirements is immediately sealed up and rejected. This assures



every rider of a Stearns Bicycle that only the best and most carefully-selected tubing is used in its construction. Actual tests on the road by a corps of hard riders make the conclusions of the experimental experts doubly certain.

Frame Connections.—In the 1897 models of Stearns Bicycles the tubes are held rigidly together by an original semi-flush joint for which many advantages are claimed. To the head tube, rear or seat-post tube and crank-hanger are riveted strong steel thimbles; encircling these thimbles and inside the connecting tubes of the frame are rigid tubular steel reinforcings, the inside ends of which are tapered to a rounded point, the other end flared outward from the connecting tube and fitting closely about half-way around the tube to which the connection is to be made. The tubes, reinforcings and thimbles are then carefully brazed together, forming a "three-ply" or triple joint of great strength. The inside or tapered end of the reinforcing distributes the vibratory strain over a wide area of the surface of the connecting tube, while the outwardly flared end, partially encircling the head tube, seat-post and crank-hanger, performs the same function at that point, thus securing at all connections an immunity from the crystallization which ensues as the direct result of discharging the shocks of vibration directly against a limited area, as is the case where one tube is butted directly up against another. Every tube in the frame of a Stearns wheel, also the fork sides, are thus reinforced.

STEARNS SPECIAL. PRICE, $125.

"This then is perfection."

What Shakespeare is to the poets, the Stearns Special is to bicycles. Whenever a book is published which marks an epoch in literature it is the pride of the bibliophiles to possess an edition bound in the choicest leather, printed on the finest of paper, with the highest skill of the typographer's art. So there are connoisseurs among wheelmen who find in this *edition de luxe* of the Stearns Bicycle an ideal of elegance of workmanship and strength of structure.

The characteristics of the Special are its narrow tread, 4 inches, its lightness, 20 pounds all equipped, its artistic finish and its unexcelled running qualities. The narrow tread and light weight have been brought about by a scientific refinement of the parts which enter into the composition of the bicycle;—but in no case has strength been sacrificed. The Stearns Special is the lightest practical road wheel made.

SPECIFICATIONS (SPECIAL).—22, 24 or 26-inch orange frame with special striping. 28-inch wheels with flangeless tubular hubs, 28 spokes in front, 36 in rear. Stearns wood rims. 1½-inch Palmer tires. Stearns $\frac{3}{16}$-inch hardened chain, special finish. 6½-inch detachable flat cranks. Stearns 3½-inch rat-trap pedals. Adjustable seat-post. Stearns saddle. Detachable front and rear sprockets. Adjustable handle-bar No. 1-B. Orange-tipped corkaline handles. Tool-bag, with air-pump, step, oiler and wrench. Gear, 73½ inches. Wheel base, 43⅝ inches. Tread, 4 inches.

WEIGHT.—Exclusive of tires, 17 pounds; with 1½-inch Palmer or Stearns single-tube road racing tires, 20 pounds.

OPTIONS.—Black frame with gold striping, orange rims. Stearns single-tube or any other standard tires. Handle-bars (steel), with orange-tipped corkaline handles Nos. 1-A, 2-A, 3-A, 4-A, 5-A or 6-A; (wood), Nos. 7-A (adjustable) or 8-A (ram's-horn). Gears, 59½, 63, 66½, 70, 77, 80½ or 84, with 8-tooth rear sprocket; 88, 92 or 96 with 7-tooth rear sprocket. 6, 7, 7½ or 8-inch detachable cranks. Stearns 3½ or 4-inch combination pedals. Lamp bracket. Coasters. Spencer invisible brake, with No. 6-A handle-bar only. T seat-post. Hunt hygienic saddle X. Christy saddle.

NOTE.—All gears above 84 must take a 7-tooth rear sprocket.

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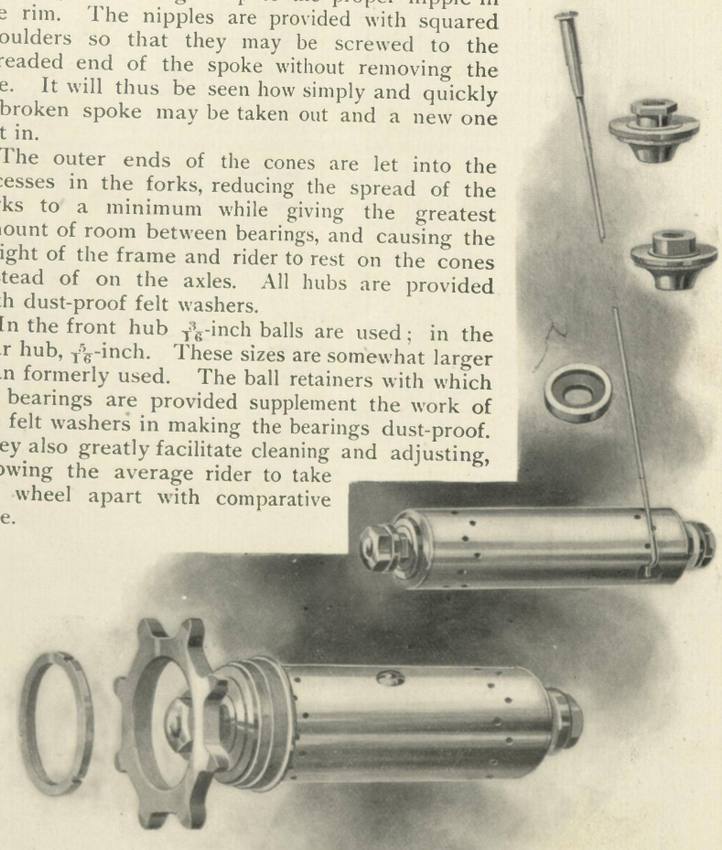
BEARINGS.—Stearns bearings have always been noted for their accuracy of design, the extra fine quality of the steel used in them, and the perfect finish. To these features may be largely attributed the easy-running qualities so universally conceded to the Stearns. The upper head bearing has been materially changed and will be found eminently satisfactory. All ball cups are from two to four gauges heavier than heretofore.

HUBS.—The accompanying engravings show the patent flangeless front and rear hubs with all their parts, and tell the entire story of their construction. To insert a spoke it is only necessary to lock the bended end by a tangential twist into the hole in the hub, then bring it up to the proper nipple in the rim. The nipples are provided with squared shoulders so that they may be screwed to the threaded end of the spoke without removing the tire. It will thus be seen how simply and quickly a broken spoke may be taken out and a new one put in.

The outer ends of the cones are let into the recesses in the forks, reducing the spread of the forks to a minimum while giving the greatest amount of room between bearings, and causing the weight of the frame and rider to rest on the cones instead of on the axles. All hubs are provided with dust-proof felt washers.

In the front hub $\frac{3}{16}$-inch balls are used; in the rear hub, $\frac{5}{16}$-inch. These sizes are somewhat larger than formerly used. The ball retainers with which all bearings are provided supplement the work of the felt washers in making the bearings dust-proof. They also greatly facilitate cleaning and adjusting, allowing the average rider to take his wheel apart with comparative ease.



STEARNS MODEL A. PRICE, $100.

Upon a well-tempered clavichord the songs of the master or the lays of the minstrel are harmonized with equal melody. So it is with the Model A of 1897, a bicycle for all the multitudinous uses to which the bicycle is put in this, the century's end. For the business man, for the school boy, for the promenader of the boulevard or the tourist of the country road this graceful, stylish and easy-running wheel is equally serviceable.

The wide range of options offered with it enables the intending purchaser to secure a wheel as closely suited to his uses as if it were built to order. The Model A can be taken as a standard of durability, and it is with confidence that E. C. Stearns & Co. put this 1897 wheel upon the market as an ideal mount for pleasure, comfort and speed. Twenty-four inches is the standard height of frame and will be furnished unless otherwise ordered.

SPECIFICATIONS (MODEL A).—22, 24 or 26-inch orange frame, striped. 28-inch wheels with flangeless tubular hubs, 28 spokes in front, 36 in rear. Stearns wood rims. 1⅝-inch Palmer tires. Stearns ¼-inch hardened chain. Stearns 6½-inch detachable flat cranks. Stearns 3½-inch rat-trap pedals. Adjustable seat-post. Stearns saddle. Detachable front and rear sprockets. Adjustable handle-bar, No. 1-B. Orange-tipped corkaline handles. Tool-bag, with step, air-pump, oiler and wrench. Gear, 70 inches. Tread, 4¾ inches. Wheel base, 43⅞ inches.

WEIGHT.—Exclusive of tires, 19½ pounds; with 1⅝-inch Palmer or Stearns single-tube tires, 23¼ pounds.

OPTIONS.—Black frame and orange rims. Stearns single-tube or any other standard tire. Gears, 59½, 63, 66½, 73½, 77, 80½ or 84, with 8-tooth rear sprocket; 88, 92 or 96 with 7-tooth rear sprocket. 6, 7, 7½ or 8-inch cranks. 3½ or 4-inch combination pedals. Lamp bracket. Coasters. Handle-bars (steel), Nos. 1-A, 2-A, 3-A, 4-A, 5-A, or 6-A; (wood), Nos. 7-A (adjustable) or 8-A (ram's-horn). Stearns front wheel brake, fitted to No. 4-A handle-bar only. Hunt hygienic saddle X. Christy saddle. T seat-post.

NOTE.—All gears above 84 must take a 7-tooth rear sprocket.

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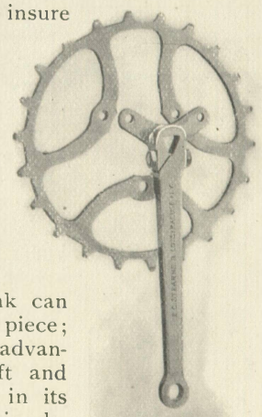
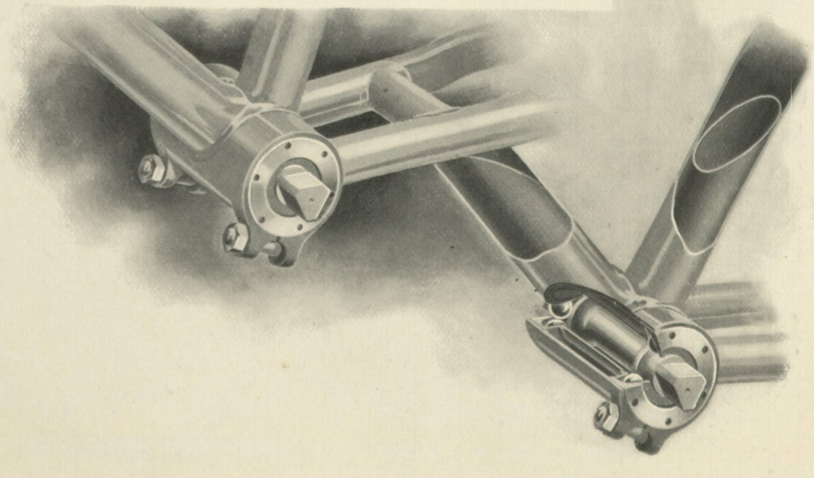
CRANK-HANGER GROUP.—The entire construction of the crank-hanger group is such as to insure solidity and strength. The crank-hanger is made solid. The flat crank has been retained. For 1897, however, the edges are slightly rounded, avoiding any possibility of cutting the sole of the shoe should it come in contact with the edge of the crank. The cotter-pin form of fastening has been entirely done away with. The cranks are split at the butt and are held in place on the triangular ends of the crank-shaft by a bolt and nut. They are thus readily attached or detached. The crank-shaft and left crank can be removed from the hanger as in one piece; this construction, therefore, affords all the advantages of the two-piece form of crank-shaft and cranks, with the added point of simplicity in its favor. The front sprocket, as heretofore, is detachable, and is held in place on the crank-shaft by arms extending outward from the butt of the right crank and which are bolted to the frame of the sprocket wheel. This construction has been tested exhaustively and combines many desirable features. The regular equipment of all wheels for gears up to and including 84 inches will be a *detachable* 8-tooth rear sprocket. Where gears higher than 84 are required, a 7-tooth *detachable* rear sprocket will be provided. The advantage of detachable sprockets both front and rear will be readily apparent.



The wide range of options offered in the length of cranks and size of sprocket enables the rider to secure a mount which will be highly adapted to the character of the roads over which he is to do the most of his riding and also to the limitations of his own strength. Personal experience is the most satisfactory guide in the selection of these details.



STEARNS MODEL B. PRICE, $100.

The rider of more than average weight must have entire confidence that his mount will carry him in safety over rough roads and through hazardous places if he is to get any satisfaction or pleasure from wheeling.

The Model B is a bicycle fully adapted to the needs of such riders. It is constructed on substantially the same lines which characterize the Model A, is exceedingly graceful and light in appearance, but is strongly reinforced for service of a particularly severe sort. While the Model A is in every way fitted to meet any tests to which it may be put on road or track, the Model B is intended to endure such strains as would not be expected of a bicycle of lighter weight. All its equipments conduce to comfort. Its saddle is broad and easy; its tires are of extra large size.

SPECIFICATIONS (MODEL B).—24 or 26-inch orange frame, striped. 28-inch wheels with flangeless tubular hubs, 32 spokes in front, 40 in rear. Stearns wood rims. 1¾-inch Palmer road tires. Stearns ¼-inch hardened chain. 6½-inch detachable flat cranks. Stearns 3½-inch rat-trap pedals. T seat-post. Brooks B-28 saddle. Detachable front and rear sprockets. No. 4-A handle-bar. Orange-tipped corkaline handles. Tool-bag, with step, air-pump, oiler and wrench. Gear, 70 inches. Tread, 4¾ inches. Wheel base, 43¾ inches.

WEIGHT.—Exclusive of tires, 24 pounds; with 1¾-inch Palmer or Stearns single-tube road tires, 28 pounds.

OPTIONS.—Black frame and orange rims. Stearns single-tube or any other standard tires. Gears, 59½, 63, 66½, 73½, 77, 80½ or 84, with 8-tooth rear sprocket; 88, 92 or 96, with 7-tooth rear sprocket. 6, 7, 7½ or 8-inch cranks. Stearns 3½ or 4-inch combination pedals. Lamp bracket. Coasters. Handle-bars (steel), with orange-tipped corkaline handles, Nos. 1-B, 5-A or 6-A; (wood), Nos. 7-A (adjustable) or 8-A (ram's-horn). Stearns front wheel brake, fitted to No. 4-A handle-bar only. Hunt hygienic saddle X. Christy saddle. T seat-post.

NOTE.—All gears above 84 must take a 7-tooth rear sprocket.

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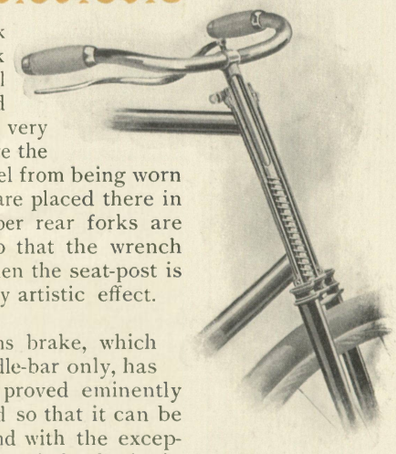
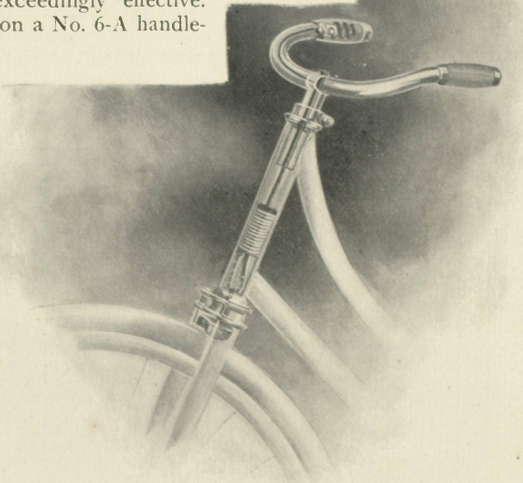


FORKS.—The tops of the fork sides where they fit in the fork crown are provided with an oval silver cap on which is engraved the word "Stearns." They are very handsome in appearance, and have the advantage of preventing the enamel from being worn off the fork crown when the feet are placed there in coasting. The tops of the upper rear forks are nickeled for about two inches, so that the wrench does not wear off the enamel when the seat-post is adjusted. It has also a decidedly artistic effect.

STEARNS BRAKE.—The Stearns brake, which is available with the No. 4-A handle-bar only, has been in use since 1893, and has proved eminently satisfactory. The lever is placed so that it can be easily and effectively grasped, and with the exception of the spoon, is the only part of the brake in sight, the plunger and spring being hidden within the head tube. The action of the brake is immediate and reliable. The Stearns brake is the regular equipment of the Model C, when a brake is desired. It has been thoroughly tested on this model and has been found entirely satisfactory.

SPENCER BRAKE.—The Spencer invisible plunger brake is offered as an option on the Special only. This brake, as its name indicates, is largely hidden from view. It is operated by means of a small button set in the inner side of the right handle. A quarter twist of the handle is all that is necessary to set the plunger upon the front tire between the forks, and the pressure can be regulated at will. The Spencer brake weighs but a few ounces and is exceedingly effective. It is to be used on a No. 6-A handle-bar only.



STEARNS RACER. PRICE, $125.

The well-known phrase: "Watch the sunlight glisten on those orange rims," has become familiar by its frequent usage as at tourney after tourney the Yellow Fellows have won their races in regular order. The long string of victories upon the Stearns Racer in years gone by cannot justly be credited to the merits of the riders alone. A wheel must possess the necessary qualities of lightness, staunchness and ease of running if the energy put forth by the rider is to be converted into speed with the least possible loss of power. The narrow tread of the Stearns Racer, the rigidness of frame, the low drop of the crank-hanger, the perfect quality of the bearings, and the reliability of the chain, characteristics which have been so popular in the past, will be found in the Racer for 1897. During the past season a mile was ridden upon the Stearns Racer in within three seconds of a minute, a feat which demonstrated the almost infinite possibilities of this bicycle. The 1897 model shows the same advances that are to be found on the other models.

SPECIFICATIONS (RACER).—22½, 24½ or 26½-inch orange frame with special striping. 28-inch wheels with flangeless tubular hubs, 28 spokes in front, 36 in rear. Stearns wood rims. 1⅜-inch Palmer track racing tires. Stearns $\frac{3}{16}$-inch racing chain, special finish. 6½-inch flat cranks. Stearns 3½-inch rat-trap pedals. Adjustable seat-post. Stearns saddle. Detachable front and rear sprockets. Low drop racing handle-bar No. 2-A. Orange-tipped corkaline handles. Tool-bag, with air-pump, oiler and wrench. Gear, 73½ inches. Wheel base, 42⅝ inches. Tread, 4 inches.

WEIGHT.—17 to 19 pounds, as desired.

OPTIONS.—Black frame with gold striping. Gears, 68, 72, 76, 80, 84, 88, 92 or 96, with 7-tooth rear sprocket; 59½, 63, 66½, 70, 77, 80½ or 84, with 8-tooth rear sprocket. 7-inch cranks. Handle-bars (steel), with orange-tipped corkaline handles, Nos. 1-A, 1-B or 3-A; (wood), with orange-tipped corkaline handles, Nos. 7-A (adjustable) or 8-A (ram's horn).

NOTE.—All gears above 84 must take a 7-tooth rear sprocket.

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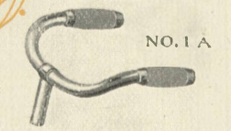
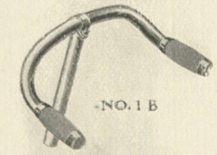
HANDLE-BARS.—The range of options in handle-bars for 1897 is unusually large. Nine varieties are offered. Nos. 1-A to 6-A, inclusive, are practically the same shape as in 1896, and in addition there will be an adjustable bar with a long post, the No. 1-B, which is the regular equipment of the Model A. Two patterns of wood bars will be furnished—the 7-A, which is an adjustable bar corresponding to the 1-B steel, and the 8-A, which is the ram's-horn pattern. A brake is furnished with the 4-A bar only. Only the 4-A and 6-A bars will permit the use of a brake, the former taking the regular Stearns type and the latter the Spencer brake, and on the Special only.

The wood handle-bar which is furnished with Stearns wheels has been found, after careful and exhaustive tests, to surpass all others in strength.

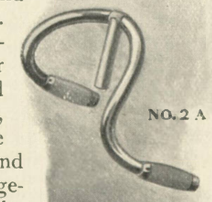
The standard width of the Stearns handle-bars is 17 inches, which has been found, after careful experiment, to be the width best adapted to the needs of the rider. The No. 4-A bar, however, is made two inches wider than the standard; ⅞-inch untapered tubing is used, and the grips are made of corkaline fitted with orange-colored tips to match the orange enamel of the wheel. The adjustable feature, which was first introduced by E. C. Stearns & Co. as a regular equipment, has been somewhat improved by the use of a longer post on the No. 1-B, and in its new form will allow of any position the rider may find best adapted to his use. Once clamped, the bar is as firmly fixed as if it were solidly brazed. Realizing that a graceful handle-bar adds in a great measure to the attractive appearance of a wheel, E. C. Stearns & Co. have adopted for 1897 handle-bars which are in entire symmetry with the lines of the wheel.



NO. 1 A



NO. 1 B



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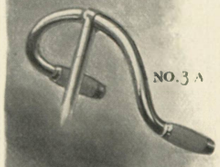
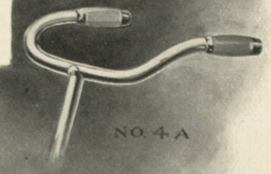
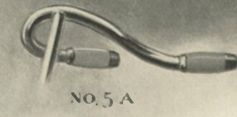


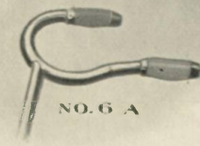
NO. 3 A



NO. 4 A



NO. 5 A



NO. 6 A

STEARN'S MODEL C. PRICE, $100.

The Stearns Bicycle for ladies, designated as the Model C, is as distinguished as its diamond-framed companions. It is a dainty, yet a most serviceable wheel, and this season possesses even greater attractions than ever. It is equipped with the broad and exceedingly comfortable Stearns ladies' saddle; the dress and chain guards are well fitted and neat in appearance. The usual mount adopted by ladies may be easily and conveniently effected, the lines of the drop-bar having been drawn with this point in view. A graceful and dignified position is possible without sacrifice of personal comfort, and ample room is given for the skirt. Three heights of frame are offered, 19, 22 and 24 inches, the 22-inch being the regular size. The Model C will commend itself particularly for its comfort and easy-running qualities, and for the elegance of its ensemble appearance.

SPECIFICATIONS (MODEL C).—22-inch black frame, striped. 28-inch wheels with flangeless tubular hubs, 28 spokes in front, 36 in rear. Stearns wood rims. 1⅝-inch Palmer tires. Stearns 1¼-inch hardened chain. 6½-inch detachable flat cranks. 3-inch ladies' rubber pedals. Stearns adjustable seat-post. Stearns ladies' saddle. Detachable front and rear sprockets. No. 6-A handle-bar. Orange-tipped corkaline handles. Tool-bag, with air-pump, oiler and wrench. Gear, 63 inches. Tread, 5 inches. Wheel base, 43¾ inches.

WEIGHT.—Exclusive of tires, 19 pounds; with 1⅝-inch Palmer or Stearns single-tube tires, 22½ pounds.

OPTIONS.—22 or 24-inch frame. Full orange finish. Stearns single-tube or any other standard tires. Gears, 68, 72, 76 or 80, with 7-tooth rear sprocket; 59½, 66½ or 70, with 8-tooth rear sprocket. 6 or 7-inch cranks. Stearns 3½-inch rat-trap or combination pedals. Handle-bars (steel), with orange-tipped corkaline handles, Nos. 1-A, 4-A, 5-A, 6-A or 1-B; (wood), No. 7-A (adjustable). T seat-post. Front wheel brake, fitted to No. 4-A handle-bar only. Lamp bracket and coasters. Hunt hygienic XX ladies' saddle. Christy saddle. 1¾-inch tires.

STEARNS MODEL H. PRICE, $100.

In this model E. C. Stearns & Co. offer a new wheel, one which they believe will meet with instant favor. Cycling has become so popular that it is not at all unusual to find entire families devotees of the wheel. It frequently occurs, therefore, that a high-grade diamond-frame wheel which could be converted readily into a drop-frame lady's bicycle would meet with a definite demand. The Model H is a convertible single wheel, the top bar being so fitted that it may easily be lowered to the drop-frame position, thereby converting it into a graceful drop-frame wheel. Its lines are symmetrical in either position. This type of wheel is not an experiment, but has been thoroughly tried and tested, and its makers offer it to the public in full confidence that it will be found to be all that they claim for it. Its equipments are well suited to either lady or gentleman.

SPECIFICATIONS (MODEL H).—22-inch orange frame, striped, with convertible upper bar. 28-inch wheels with flangeless tubular hubs, 28 spokes in front, 36 in rear. Stearns wood rims. 1⅝-inch Palmer tires. Stearns 1¼-inch hardened chain. 6½-inch detachable flat cranks. 3-inch combination rubber pedals. Stearns adjustable seat-post. Stearns ladies' saddle. Detachable front and rear sprockets. No. 6-A handle-bar. Orange-tipped corkaline handles. Tool-bag, with air-pump, oiler and wrench. Gear, 66½ inches. Tread, 5 inches. Wheel base, 43 inches.

WEIGHT.—Exclusive of tires, 20 pounds; with 1⅝-inch Palmer or Stearns single-tube tires, 24 pounds.

OPTIONS.—Black frame with orange rims. Stearns single-tube or any other standard tires. Gears, 68, 72, 76 or 80, with 7-tooth rear sprocket; 59½, 63 or 70, with 8-tooth rear sprocket. 6 or 7-inch cranks. Stearns 3½-inch rat-trap or combination pedals. Handle-bars (steel), with orange-tipped corkaline handles, Nos. 1-A, 4-A, 5-A, 6-A or 1-B; (wood), No. 7-A (adjustable). T seat-post. Front wheel brake, fitted to No. 4-A handle-bar only. Lamp bracket and coasters. Hunt hygienic saddles X and XX. Christy saddles.

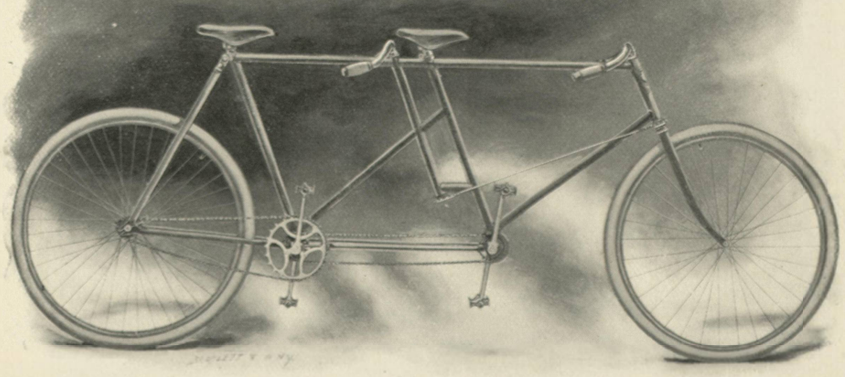
DIAMOND-FRAME TANDEM. PRICE, $150.

It is not expected at this period in the development of cycling that a catalogue will advance reasons for the great and growing popularity of tandem riding. The fact is so generally recognized that E. C. Stearns & Co. are content to say simply this: The 1897 Stearns Tandem possesses many new features, the merits of which will be instantly recognized. It will be found to be a remarkably strong tandem, constructed upon correct and attractive lines. A new chain compensating steering device has been adopted and various changes have been made along the general ideas of those to be found in the single models. The chains are adjusted by two eccentrics, the graduation starting from a zero mark. The binder bolts which clamp the eccentrics also lock the ball cups. The spread of the forks will admit the use of 2¼-inch tires.

SPECIFICATIONS (DIAMOND-FRAME TANDEM).—24-inch diamond frame. 28-inch wheels with flangeless tubular tandem hubs, 32 spokes in front, 40 in rear. Stearns wood rims. 2-inch Palmer tires. Stearns special ¼-inch hardened tandem chain front, $\frac{5}{16}$-inch rear. Stearns 7-inch flat cranks. Stearns 3½-inch rat-trap pedals. Stearns adjustable seat-posts. Stearns saddles. Stearns detachable front and rear sprockets. Stearns adjustable handle-bars, No. 1-B. Orange-tipped corkaline handles. Stearns rear axle step. Tool-bag, with air-pump, oiler and wrench. Finish, full orange with black and maroon striping. Nickeled spokes and fittings. Gear, 77 inches. Tread, front 4 inches, rear 5⅛ inches. Wheel base, 68 inches.

WEIGHT.—With rims, but without tires, 34 pounds; with 2-inch Palmer or Stearns single-tube tires, 39 pounds.

OPTIONS.—Black frame with gold striping. Gears, 59½, 63, 66½, 70, 73½, 80½ or 84, with 8-tooth rear sprocket; 88, 92 or 96 with 7-tooth rear sprocket. 6½, 7½ or 8-inch cranks. Stearns 3½ or 4-inch rubber pedals. Stearns lamp bracket. Nos. 2-A, 3-A, 4-A, 5-A, 6-A, 7-A or 8-A handle-bars. Stearns front wheel brake, fitted to No. 4-A handle-bar only. 1⅞ or 2¼-inch tires. T seat-posts. Hunt hygienic saddle X. Christy saddle.



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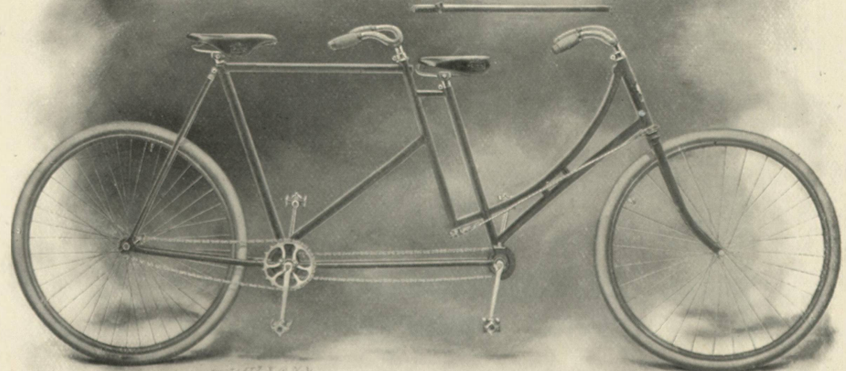
COMBINATION TANDEM. PRICE, $150.

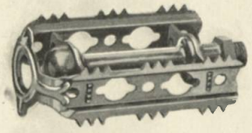
The attractive feature of the Combination Tandem is the convertible front diamond, the upper tube of which may be readily removed, forming a graceful loop frame. The detachable bar has been simplified somewhat; by the turning of a nut on each end it is readily tightened and loosened. The height of the rear diamond is 24 inches, of the front diamond, 21½ inches. The wheel base has been lengthened by an inch. The advantage of this change is apparent; more room is allowed for the adjustment of the front saddle, and the steering is greatly facilitated. A new and effective compensating chain steering gear has been adopted, and the general changes which have been decided upon for the 1897 single wheels will also be found in the tandem.

SPECIFICATIONS (COMBINATION TANDEM).—21½-inch frame front, 24-inch rear, with removable upper front diamond tube. 28-inch wheels, with flangeless tubular tandem hubs, 32 spokes in front, 40 in rear. Stearns wood rims. 2-inch Palmer tires. Stearns special ¼-inch hardened tandem chain front, $\frac{5}{16}$-inch rear. Stearns 6½-inch flat cranks. Stearns 3-inch combination pedals. Stearns adjustable seat-posts. Stearns saddles. Stearns detachable front and rear sprockets. Stearns adjustable handle-bars, No. 1-B. Orange-tipped corkaline handles. Stearns rear axle step. Tool-bag, with air-pump, oiler and wrench. Finish, full orange, with black and maroon striping. Nickeled spokes and fittings. Gear, 70 inches. Tread, front 4 inches, rear 5⅛ inches. Wheel base, 66 inches.

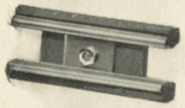
WEIGHT.—With rims, but without tires, 39 pounds; with 2-inch Palmer or Stearns single-tube tires, 44 pounds.

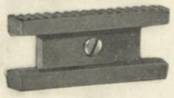
OPTIONS.—Black frame with gold striping. Gears, 59½, 63, 66½, 73½, 77, 80½ or 84, with 8-tooth rear sprocket; 88, 92 or 96, with 7-tooth rear sprocket. 7, 7½ or 8-inch cranks. Stearns 3½ or 4-inch rubber pedals. Stearns lamp bracket. Coasters. Nos. 2-A, 3-A, 4-A, 5-A, 6-A, 7-A or 8-A handle-bars. Stearns front wheel brake, fitted to No. 4-A handle-bar only. 1⅞ or 2¼-inch tires. T seat-post. Hunt hygienic saddles X and XX. Christy saddle.



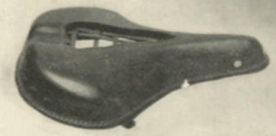


PEDALS.—The rat-trap and combination pedals which are offered with the 1897 bicycles are both made by E. C. Stearns & Co. There will be but a slight variation from the shapes which proved so popular last year. The pedals will this year be oiled by unscrewing the cap at the end of the shaft. Stearns pedals are made from the best quality of steel and rubber, and are carefully adjusted. The standard size is 3½ inches.





SADDLES AND SEAT-POSTS.—The regular equipment of all diamond-frame wheels will be the regular Stearns saddle; of the ladies' Model C, the Stearns special saddle for women. Both are made to fit the Stearns straight seat-post and are radically different from the 1896 patterns. The tops are made from the finest grade of English saddle leather, shaped for comfort. Springs are of ¼-inch crucible steel wire. This is a heavier spring than we used in 1896, and can be depended upon to give satisfaction. As options in saddles we give the Hunt laced patterns, "X" for men and "XX" for women. The Christy anatomical saddle is also offered as an option in equipment. This saddle, which has received the approval of eminent physicians, is most desirable from a hygienic standpoint. The Stearns straight seat-post is an admirable device, reducing the weight of this part to a minimum and at the same time securing a rigid base for the saddle spring. It permits of practically any adjustment of the saddle to meet the varying requirements of the rider, and is exceedingly neat and clean-cut in appearance. The straight seat-post and adjustable clip with Stearns saddle is the regular equipment of Stearns Bicycles.



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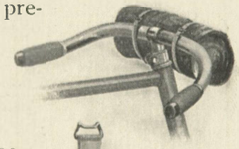
CHAINS.—Stearns chains are made with hardened and tempered links and pins, from a specially prepared grade of cold-drawn steel, possessing great tensile strength and remarkable wearing qualities. The chain is carefully gauged to an exactness which allows it no variation in length, and is tested in an improved machine which we have designed for this particular purpose.



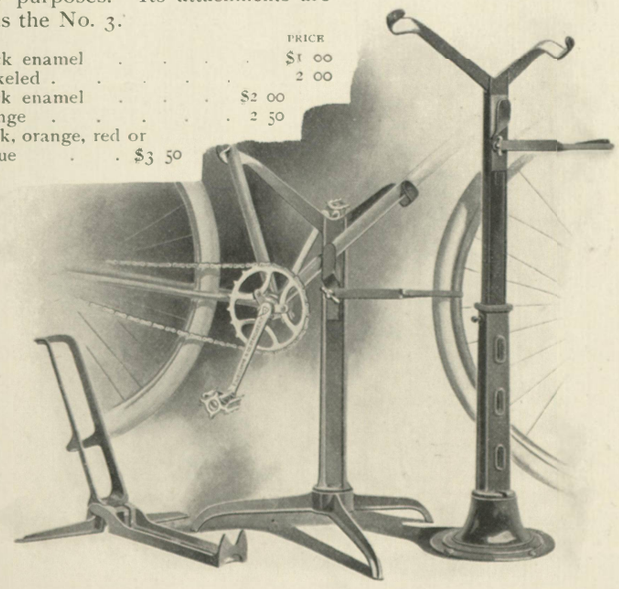
BUNDLE-CARRIER.—The Stearns bundle-carrier consists of a pair of elastic, yet tough, rubber bands, fitted each with a hook and eye by means of which a bundle may be fastened securely and neatly to any part of the frame desired. The bands may also be used conveniently for trouser-guards, and will be supplied for 50 cents per pair.

BI-GEAR.—The Brown-Lipe bi-gear will be fitted to the Stearns wheels when desired. Prices will be named upon application.

STEARNS BICYCLES

STEARNS BICYCLE STANDS.—Three varieties of Stearns stands will be supplied in 1897. The No. 2 can be secured to the floor, but will remain in position without fastening, and can be adjusted to fit wheels of 26, 28 and 30 inches diameter. No. 3 is adjustable, and combines a padded rest with a pedestal and tripod base; the stand is fitted with an adjustable arm for the front wheel, which may be secured or let free to turn. No. 4 is a higher and more elaborate stand made particularly for display purposes. Its attachments are the same as the No. 3.

		PRICE
No. 2.	Black enamel	$1 00
No. 2.	Nickeled	2 00
No. 3.	Black enamel	$2 00
No. 3.	Orange	2 50
No. 4.	Black, orange, red or blue	$3 50

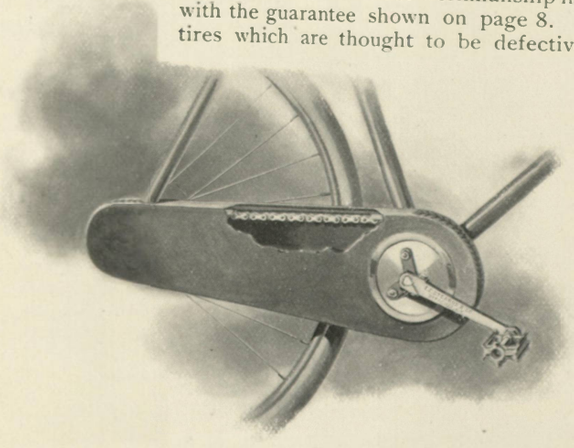


GEAR-CASE.—The new Stearns gear-case is made in compact form of black water-proof leather stretched over a tough bent-wood frame and laced at the ends and bottom. It is noiseless, weighs but 15 ounces, and is as nearly dust-proof as a gear-case can be made. It may be fitted to any Stearns Bicycle by the use of a Model C crank axle, a longer rear hub and a ring which serves to set the crank out a sufficient distance to allow it to clear the gear-case. The extra parts necessary will be furnished upon application. The gear-case is not furnished regularly, but will be supplied at an extra cost of $6.

WOOD RIMS.—The Stearns wood rims have stood the test of three seasons. They are made by E. C. Stearns & Co. of selected rock elm, and are staunch and tough despite their light weight. They are enameled in orange for the Stearns Bicycles.

TIRES.

Palmer tires will continue to be the regular equipment for Stearns Bicycles for 1897. The experience of past seasons has been an emphatic demonstration that Palmer tires are unexcelled for resiliency, ease of repair and all the qualities which contribute toward the ideal tire. E. C. Stearns & Co. are licensees under the Palmer patents and manufacture it for their exclusive use. The Palmer tires used on Stearns wheels are therefore guaranteed by E. C. Stearns & Co., who agree to make good any defects in material or workmanship in accordance with the guarantee shown on page 8. All Palmer tires which are thought to be defective, or are in



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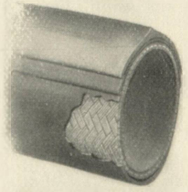
need of repairs, should be returned directly to E. C. Stearns & Co. at their factory at Syracuse, N. Y.

The method of construction of the Palmer tire is shown by the accompanying illustration. The use of a fabric made of the finest possible texture of linen thread laid straight under high tension and at a tangent to the rim, in connection with outer and inner coats of the purest possible Para rubber, gives a tire which for speed and resiliency has never been approached.

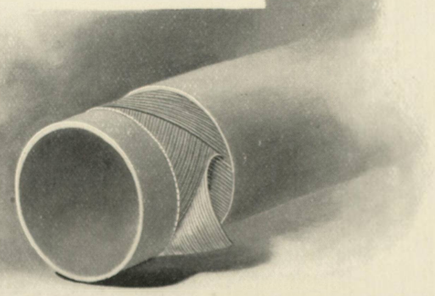
As a leading option the Stearns single-tube tire is offered. This tire is manufactured by E. C. Stearns & Co. to meet the demand for a tire possessing great resiliency, yet a tire in which the liability to puncture is reduced to a minimum. To accomplish this, only the best quality of Para rubber is used in connection with a fabric laid in such a manner as to absolutely secure the desired results. The construction of the tire is shown by the accompanying cut. Directly upon the surface of the inner tube is woven a fabric of strands of Sea Island cotton. This fabric is seamless and is woven loosely in order that the full resiliency of the rubber may be retained. The outer coat is covered by two reinforcing strips, the cloth basis of which is cut upon the bias. By this means the thickness of that portion of the tire which first comes in contact with the ground and is most liable to puncture is increased without sacrificing the easy-running qualities of the tire.



STEARNS TIRE

The Stearns single-tube tire possesses at least four cardinal points of great merit: life and resiliency, wearing qualities, unpuncturable qualities and easy repair.

Stearns single-tube tires are guaranteed by E. C. Stearns & Co. under the same conditions as Palmer tires, and should be returned directly to the Syracuse factory for repairs.



PALMER TIRE

The specifications which are given in this catalogue as regular, and which will be adhered to unless orders specify otherwise, have been decided upon from a consensus of the views of riders of Stearns Bicycles during the past season. The regular specifications are those which are best suited to the average, and the gears given are those which E. C. Stearns & Co. particularly recommend for the respective models to which they are attached.

A TABLE OF GEARS.

The following interesting table of gears will enable the rider to tell instantly what gear he is using, providing he is mounted on a 28-inch rear wheel:

Number of Front Sprocket Teeth	Number of Teeth in Rear Sprocket			
	7	8	9	10
11	44	38½	34 2/9	30 4/5
12	48	42	37 1/3	33 3/5
13	52	45½	40 4/9	36 2/5
14	56	49	43 5/9	39 1/5
15	60	52½	46 2/3	42
16	64	56	49 7/9	44 4/5
17	68	59½	52 8/9	47 3/5
18	72	63	56	50 2/5
19	76	66½	59 1/9	53 1/5
20	80	70	62 2/9	56
21	84	73½	65 1/3	58 4/5
22	88	77	68 4/9	61 3/5
23	92	80½	71 5/9	64 2/5
24	96	84	74 2/3	67 1/5
25	100	87½	77 7/9	70
26	104	91	80 5/9	72 4/5
27	108	94½	84	75 3/5
28	112	98	87 1/3	78 2/5
29	116	101½	90 2/3	81 1/5
30	120	105	93 1/3	84

WEIGHT OF TIRES.

To ascertain the weight of our wheels fitted with any of the tires shown in the following schedule, add the weight given opposite the various tires in said schedule to the weight of the bicycle *with rims, but without tires*, shown in the specifications for each model.

PALMER (Single-tube).

Road Racing	1½-inch,	3¼	pounds per pair
Road	1½ "	3½	" "
Road Racing	1⅝ "	3¾	" "
Road	1⅝ "	4	" "
Road	1¾ "	4¼	" "

HARTFORD (Single-tube).

Light Road, No. 80	1½-inch,	3½	pounds per pair
Light Road, No. 80	1⅝ "	4	" "
Road, No. 77	1¾ "	4½	" "

VIM (Single-tube).

Light Road	1½-inch,	3¼	pounds per pair
Road	1⅝ "	3½	" "
Road	1¾ "	3¾	" "

MORGAN & WRIGHT (Inner-tube).

Light Road, S-2	1½-inch,	3¼	pounds per pair
Road, D	1⅝ "	3¾	" "
Road, X	1¾ "	4½	" "

NEW YORK TIRE COMPANY (Single-tube).

Light Road.
1½-inch, 3¾ lbs. per pair

Road.
1⅝-inch, 3¾ lbs. per pair

Road.
1¾-inch, 3¾ lbs. per pair

STEARNS (Single-tube).

Light Road.
1½-inch, 3½ lbs. per pair

Road.
1⅝-inch, 3⅞ lbs. per pair

Heavy Road.
1¾-inch, 4½ lbs. per pair

GENERAL DIRECTIONS.

All business communications should be addressed to E. C. Stearns & Co., Syracuse, N. Y., unless upon matters within the direct jurisdiction of our branch factories at Toronto, Canada, and Paris, France, or our branch houses at Buffalo, N. Y., and San Francisco, Cal. In no instance should correspondence be addressed to an individual.

Our terms are net cash with order.

Full shipping instructions should accompany each order if delays would be avoided. In every instance transportation charges are to be paid by the purchaser.

We do not guarantee the safe delivery of goods. Our responsibility ceases when we deliver to the public carrier.

All C. O. D. orders should be accompanied by enough money to pay charges and transportation both ways in case goods are not accepted.

Our price list admits of no variation. Discounts are allowed to regular authorized agents only.

Unless otherwise ordered, all bicycles will be shipped with regular equipment as outlined in specifications. Keep as closely as possible to regular specifications; the ordering of unusual options frequently means delay.

The Pacific Coast trade is supplied from our San Francisco branch, and machines may be obtained direct from there by special arrangement.

TELEGRAPHIC CODE FOR STEARNS WHEELS.

For convenience in ordering by wire we give herewith a simple code, the use of which will save the sender time and expense:

1897	SHIP BY EXPRESS					
	Palmer	Stearns	M. & W.	New York Single-tube	Vim	Hartford
Special . . .	Occult	Raft	Valkyr	Yacht	Jack	Alps
Model A . .	Omen	Ravel	Vega	Yank	Jagged	Amulet
Model B . .	Onset	Realm	Vendax	Yearn	Jocose	Anchor
Model C . .	Opal	Regal	Vicar	Yoke	Jelly	Aplomb
Model H . .	Optic	Resin	Vocal	Young	Jester	Apollo
Racer	Oral	River	Visage	Yonder	Judge	Aquila
Tandem . .	Ottar	Robe	Violet	Zealot	Joyful	Archon
Comb. Tandem	Ogontz	Rondo	Vista	Zebra	Jumble	Atomy

1897	SHIP BY FREIGHT					
	Palmer	Stearns	M. & W.	New York Single-tube	Vim	Hartford
Special . . .	Palm	Sabot	Waif	Ideal	Kebala	Balsam
Model A . .	Pelt	Salt	Walrus	Ibex	Kelpie	Beadle
Model B . .	Piety	Saunter	Weasel	Idol	Kernel	Biped
Model C . .	Plait	Sweet	Whale	Iliad	Kettle	Blazer
Model H . .	Polly	Shrimp	Wink	Illume	Kildeer	Broth
Racer . . .	Presto	Semper	Whistle	Incend	Kurd	Broach
Tandem . .	Proud	Silo	Work	Indict	Kestrel	Brownie
Comb. Tandem	Puck	Sortie	Wren	Isis	Kine	Buckram

The above code is based upon the regular specifications as outlined in the catalogue. For any variations it may be found convenient to use the following supplementary code:

SIZE OF TIRES.—1⅜-inch, Amy; 1½-inch, Ave; 1⅝-inch, Adz; 1¾-inch, Alex; 2-inch, Aft.

LENGTH OF CRANKS.—6-inch, Bob; 6½-inch, Bat; 7-inch, Bunt; 7½-inch, Bear; 8-inch, Burr.

GEARS.—64-inch, Cab; 66½-inch, Cart; 68-inch, Crow; 70-inch, Curt; 72-inch, Cork; 73½-inch, Clam; 76-inch, Cinch; 77-inch, Culm; 80½-inch, Cope; 84-inch, Cent; 88-inch, Calyx; 92-inch, Calvin; 96-inch, Cæsar.

HEIGHT OF FRAMES.—19-inch, Dame; 22-inch, Doll; 22½-inch, Dance; 24-inch, Deke; 24½-inch, Droll; 26-inch, Deaf; 26½-inch, Dream.

ILLUSTRATION.

"E. C. STEARNS & CO., SYRACUSE, N. Y.: Occult Ave Bunt Curt Deke."

"Send by express one 1897 Special, with 1½-inch Palmer tires, 7-inch cranks, 70-inch gear, 24-inch frames."

Any other variations from the regular specifications should be mentioned in detail.

The League of American Wheelmen stands for wheelmen's rights and highway improvement. The rights on the public highways which wheelmen now enjoy were procured for them by the League of American Wheelmen. The existence and maintenance of the L. A. W. is a standing assurance and guarantee that these rights will be protected indefinitely. Bicycle riders secure many advantages by a membership in this great organization. Every member acquires the right to legal protection by his State Division. The cost to join is $2.00. The annual dues after first year, $1.00. Full information from the Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

All who are interested in cycling are necessarily interested in the success of the L. A. W.

BICYCLE ORDER SHEET.

Ordered from AMERICAN WALTHAM MFG. CO., Waltham, Mass.

Please Ship to .....

Town, ... State, ... Via .....

..... WALTHAM COMET. Price, Ladies' and Gents' Road Wheel, $110. Track Wheel, $125.

NOTE.—This Company will not be Responsible for Goods after they have been Delivered in Good Order to any Transportation Company.

Quantity.	Model.	Height Frame.	Handle Bars.	Tire.	Pedals.	Gear.				

This Order is subject to the approval of the AMERICAN WALTHAM MFG. CO., but is not subject to countermand, and if accepted in full, or in part, to be paid as follows:

TERMS: The above price is subject to a discount of ..... per cent., bill payable in cash, or its equivalent, due in ten days from date of invoice, or an additional discount of ..... per cent. allowed from net price for a spot cash remittance.

Date, ... 189 Signed, ...

P. O. Address, ... State, ...

BARTLETT & COMPANY
THE ORR PRESS
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